

MACHINE SERVICE BULLETIN NO. 257

SUBJECT: Carriage Shift of LA-5  
and LA-6 Machines

DATE: July 31, 1939

TO ALL OFFICES:

In order to obtain a satisfactory shift of the carriage on LA-5 and LA-6 model machines after all regular adjustments have been checked, servicemen have occasionally resorted to taking up on the clutch on the jack shaft until it failed to function as a slip clutch. To eliminate the need of such a practice, we suggest the removal of stock from the 40-731 coupling lever as illustrated on Plate 2 of this bulletin and the readjusting of the double arm latch 4717 1/8. Heretofore offset (D) was adjusted to (C) so that when the division lever was moved into operating position, (D) would latch under the step of (C) with as little excess clearance as possible and in order to insure the latching of (D) the 4717 1/8 was adjusted somewhat low. The natural result of this low adjustment was a loss of shift mechanism movement.

To provide an upward adjustment of the 4717 1/8 by means of eccentric (G) without the possibility of it failing to latch under the step of (C) during the minus bumper stroke following an over-carry trip, stock could be removed from (A) as shown in the insets on Plate 2. The absence of this stock permits (C) to pivot rearward slightly more during the minus bumper stroke, thereby, allowing offset (D) to latch with (C) although the 4717 1/8 was adjusted higher than previously. Also, it is no longer necessary for (D) to latch under the step of (C) when the division lever is moved toward the carriage.

It will be interesting to note that after making this adjustment, (H) will be moved downward its entire distance before (A) starts to move under roller (B), thus proving that the grinding out of stock does not cause any loss of shift power.

After doing this it will be found that the slip clutch can be let out (friction reduced) considerably without retarding the carriage shift.

Roller (B) can be adjusted lower by loosening nut (F). However, its downward adjustment is limited due to interference with a stud on the machine stopping lever.

The journey of the cycle stop arm (E) to the bumper pad following an overcarry trip in minus, causes an idle movement of (A) in relation to (B), but following an over-carry trip in plus, (A) contacts and pushes (B) forward, causing a carriage shift.

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